economic clearance. The Project is estimated to cost Rs. 838 Crores. The proposed station envisages use of gas from HBJ gas pipeline by laying suitable pipeline of about 20 Kms. from the junction at Kamad to the proposed site. While MPEB has obtained the clearance of the National Airport Authority, Water Resources Department, and State Pollution Control Board of the Government of Madhya Pradesh in respect of the proposed sation, they have not tied up essential inputs-fuel linkage, associated transmission system, compliance of Section 29 of Electricity (Supply) Act, 1948 etc.—and have not obtained clearance from the Central authorities from environmental angle. The scheme is not in a state of readiness for techno-economic appraisal by the Central Electricity Authority. The Central Electricity Authority can accord techno-economic clearance to the scheme after all the essential inputs have been tied up and necessary clearances have been obtained by the MPEB.

Import Items Under O.G.L.

*200. SHRI KAMAL MORARKA: Will the Minister of COMMERCE be pleased to state:

(a) what is the total number of items under OGL at present and how does it compare to the position in 1989-90 and 1990-91;

(b) what was the value of imports under OGL in 1989-90, 1990-91 and 1991-92;

(c) what is the estimated value of imports under OGL for 1992-93 after the introduction of Exim-Scrips; and

(d) whether Government are considering abolition of OGL altogether to make the Exim Scrips a more effective instrument?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI P.CHIDAMBARAM): (a) to (d) Import of items other than those covered by the Negative List is permitted freely and the system of Eximscrip has been discontinued. Details in this regard are contained in the Ministry of Commerce Public Notice No. 277-ITC (PN)/90-93 and 278-ITC(PN)/90-93, both dated 29.2.92, copies of which are available in the Parliament Library.

Items of Capital Goods and raw materials, components, consumables and spares, import of which was permitted under Open General Licence during 1989-90 and 1990-91 are specified in the Import and Export Policies for the relevant periods. Besides this, import of unlisted items of raw materials, components consumables and spares was also permitted under Open General Licence during the aforesaid period (upto 5.11.1990).

Statistics regarding imports made under Open General Licence are not maintained.

Indian Airlines and Vayudoot Services to Dibrugarh/Lilabari

1777. SHRI NYODEK YONGGAM: Will the Minister of CIVIL AVIATION AND TOURSIM be pleased to state:

(a) what are the details of Indian Airlines and Vayudoot services to Dibrugarh and Lilabari during the last two years;

(b) whether Indian Airlines and Vayudoot have any specific plans to increase its services to Dibrugarh/Lilabari to cater to its neighbouring State Arunachal Pradesh in the near future; and

(c) if so, what are the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Information is given in the Statement. (*See* below).

(b) No, Sir.

(c) Does not arise.

Statement

Details of Indian Airlines and Vayudoot Services to Dibrugarh and Lilabari during 1990-91 & 1991-92

Flight No.	Sector	Frequency (Per week)	Remarks
INDIAN AIRLINES			
IC-201/202	Calcutta-Dibrugarh-Calcutta	4 flights	Effective 3/90
		Daily	Effective 12/90
		6 flights	Effective 5/91
		4 flights	Effective 12/91
IC-489/490	Delhi-Bagdogra-Guwahati-Dibrugarh and return	4 flights	Effective 3/90
		3 flights	Effective 1/92
VAYUDOOT			
PF-735/736	Calcutta-Guwahati-Jorhat-Lilabari-Dibrugarh-Tezu and back	4 flights	Operated in April, May, 90 and July-Sept., 90
PF-709/710	Calcutta-Guwahati-Dimapur-Jorhat-Lilabari-Dibrugarh and back	3 flights	Operated in June, July & Sept., 1990
PF-721/722	Guwahati-Jorhat-Lilabari and back	3 flights	Operated from Nov. 90 to March, 91.
PF-723/724	Guwahati-Dimapur-Jorhat-Lilabari-Dibrugarh-Tezu and back	3 flights	Operated from Nov. 90 to March, 91.
PF-721/722	Guwahati-Lilabari-Zero-Daparizo and back	3 flights	Operated in April, 1991
PF-723/724	Guwahati-Jorhat-Lilabari-Dibrugarh and back	3 flights	Operated from April to June, 91.
PF-721/722	Guwahati-Jorhat-Lilabari-Zero-Daparizo and back	3 flights	Did not operate from July to mid Dec., 1991.

Air Taxi Operators in the Country

1778. SHRI NYODEK YONGGAM:
SHRI BEKAL UTSAHI:
SHRI MURLIDHAR CHANDRAKANT BHANDARE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the names of firms who applied for air taxi operation alongwith the respective dates of their applications;

(b) what are the names of firms who have been granted permission to operate air taxis and the details of air routes approved/permitted to each such operator;

(c) what is the criteria adopted by Government to grant such permission;

(d) what are the details of financial and other assistance, if any extended by the Government to such air taxi operators;

(e) what are the details of the aircraft with their carrying capacity available with them;

(f) whether Government has identified any routes for air taxi operations in the North-eastern states, if so, details of such routes; and

(g) whether Government has received any specific proposals for such operations in the North-eastern states, if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADAVRAO SCINDIA): (a) As on date, 58 parties have applied for air taxi operations. A List is enclosed as Statement—I. (*See* below)

(b) At present, Air Taxi operators permit has been granted to 7 parties listed in Statement-II. (*See* below) Air Taxi operators are free to operate to all airports in the country open to scheduled operations.

(c) The following criteria is adopted to grant air taxi operations permit:

(i) The applicant should be Indian national or non-resident Indian;

(ii) The applicant should be in possession of an air-craft either by outright purchase or through lease;

(iii) The applicant should have maintenance and repair